

# The China Mail.

Established February, 1843.

日二月七辰王

PRICE, \$2 PER MONTH.

VOL. XLVIII. No. 9239.

號二月九日一千八百九十二年

HONGKONG, MONDAY, SEPTEMBER 12, 1892.

CHINA MAIL

## Intimations.

### WANTED.

ONE OR TWO THOUSAND DOLLARS for Six Months on good Security and high Interests.

Apply to "A. B." China Mail Office.

Hongkong, September 9, 1892. 1570

## HONGKONG TRADING COMPANY.

OUR NEW DRAPERY SHOW-ROOMS ARE NOW OPEN AND ALL DEPARTMENTS ARE READY FOR INSPECTION.

Special Lines in Decorative Materials, Art Muslins, &c.

## NEW GOODS EX 'LATEST ARRIVALS.'

DEPARTMENTS: DRAPERY & MILLINERY, GENTLEMEN'S OUTFITTING, FURNISHING & DRAPERY.

HONGKONG TRADING COMPANY. J. P. OTTAM, Managing Partner. Hongkong, September 3, 1892. 1537

NOTICE. HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ADJOURNED SPECIAL General MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE, called to consider the working of Ordinance No. 15 of 1891 during the period in which it has been in operation, will be held at the ROOMS of the CHAMBER, City Hall, on THURSDAY, the 15th Inst., at 4.15 p.m.

By Order, ADAM LIND, Acting Secretary. Hongkong, September 6, 1892. 1537

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

### NOTICE TO SHAREHOLDERS.

THE Twenty-Sixth Ordinary MEETING of SHAREHOLDERS of the above Company will be held at the Head Office, Victoria, Hongkong, on FRIDAY, the 16th PROXIMO, at 4 o'clock p.m., for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last, and of Declaring Dividends.

The Transfer BOKS of the Company will be CLOSED from the 3rd to the 16th PROXIMO, both days inclusive.

By Order of the Board of Directors, W. H. RAY, Secretary. Hongkong, August 1, 1892. 1515

THE NATIONAL BANK OF CHINA, LIMITED.

AUTORIZED CAPITAL, \$1,000,000. SUBSCRIBED CAPITAL, \$2,500,000.

HEAD OFFICE: HONGKONG.

Court of Directors. D. GILLIES, Esq. CHOW TUNG SHANG, CHAN KIN SHAN, Esq. C. J. HIRST, Esq. W. W. WOTTON, Esq. KWAN HOI UEN, Esq. Chief Manager. GEO. W. F. PLAYFAIR.

Advisory Committee in London. THOMAS GARNIER, Esq. Messrs Dent, Palmer & Co.

JOHN BUTTERY, Esq. Messrs John Butterly & Co.

G. E. SQUAR WORTLEY, Esq. M. P. for Hallam.

GEO. MCNEM, Manager.

PARK'S BANKING CO. AND THE ALLIANCE BANK (LTD.)

THE COMMERCIAL BANK OF SCOTLAND. Yokohama—D. FRASER, Manager.

SHANGHAI—C. J. GALLOWAY, Manager.

Amoy J. ANDERSON, Manager.

Current Accounts opened. Money received on Deposit. Drafts issued. Bills purchased and collected. Advances made on securities or good in neutral godowns. Usual Bank Agency business undertaken.

Interest for 12 months fixed 5%.

do. 6 do. do. 4%.

do. 3 do. do. 3%.

Current Accounts 2%.

For rates of Interest for other periods apply to the MANAGER.

Hongkong, August 20, 1892. 22

THE FUNJOM AND SUNGIE DUA SAMANTAN MINING COMPANY, LIMITED.

ALL PERSONS holding SCRIP, in the above Company are requested to send them in AT ONCE for transfer.

A Circular will be sent to each Shareholder, in reference to the re-organisation of the Company.

A. O'D. GOURDIN, Secretary.

Hongkong, May 23, 1892. 940

COURT OF DIRECTORS—

T. E. DAVIES, Esq.—Chairman.

H. HOPFUS, Esq.—Deputy Chairman.

James J. Bell Irving, Alex. McConachie, Esq.

C. J. Holliday, Esq. J. S. Morris, Esq.

Carl Janzen, Esq. D. R. SASSON, Esq.

Julius Kramer, Esq.

Chief Manager.

Hongkong—F. DE BOVIS, Esq.

Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO. LTD.

HONGKONG INTEREST ALLOWED.

On Current Account at the rate of 2% per cent per annum on the daily balance up to \$200,000.

Fixed Deposits—

For 6 months 3% per cent. per annum.

do. 12 " 4 " up to \$200,000.

do. 19 " 4 " in excess of \$200,000.

F. DE BOVIS, Chief Manager.

Hongkong, August 13, 1892. 1485

## Business Notices.

### LANE, CRAWFORD & CO.

## SEEDS!!

ORDERS for FLOWER and VEGETABLE SEEDS ARE NOW BEING BOOKED.

The following SUTTON'S SEEDS for

## EARLY SOWING.

will be READY for DELIVERY on MONDAY, the 12th Instant:—

CABBAGE, SUTTON'S ALL HEART, SUTTON'S GEM.

CAULIFLOWER, SUTTON'S LONDON WHITE.

CARROT, SUTTON'S GEM, FRENCH HORN.

CELERI, SUTTON'S GEM, SOLID WHITE, SULTAN PRIZE SPRING PINK.

CRESS, PLAIN WATER CRESS.

LETTUCE, SUTTON'S WHITE HEART, TON THUMB.

MUSTARD, RED TOMATOES, YELLOW TOMATOES, PEAS, SUTTON'S AMERICAN WONDER.

TURNIP, SUTTON'S MELON.

LANSONE'S LAWN MOWING MACHINES from \$17.00 EACH.

GARDEN TOOLS.

LANE, CRAWFORD & CO.

Hongkong, September 2, 1892. 1525

### ROBERT LANG & CO.

## NEW GOODS.

A LARGE SELECTION of WHITE and STRIPE FLANNELS AND SERGES.

TROPICAL TWEDDS, HOMESPUNS and COATINGS.

TERAI HATS (ALL COLOURS) and SUN HATS.

BOOTS and SHOES.

WATERPROOF COATS and UMBRELLAS.

&c., &c., &c.

865

### THE MOUNT AUSTIN HOTEL,

Telephone address "EXCELSIOR" Hongkong, 1,400 FEET ABOVE SEA LEVEL.

A. B. C. Code.

THIS Magnificent HOTEL is situated at the most beautiful part of the Peak, the Air cool and bracing, the Temperature being at least 10 degrees lower than in the valley beneath, Luxuriously furnished, and Chining and Wine First-class.

The TABLE D'HOTÉ, and WINES will be served.

In served in the GRAND DINING ROOM at 7.45 P.M.

Arrangements can be made for DINNERS PARTIES in PRIVATE ROOMS, Tables or Seats, and reserved for the TABLE D'HOTÉ, and WINES will be served.

On SATURDAY NEXT, the 17th September (by kind permission of Lt. COLONEL RAVENHILL and Officers), the BAND of the First Shropshire Light Infantry will play during DINNER and afterwards in the Grounds of the Hotel.

For further Particulars apply to the Undersigned or to the SECRETARY at the Company's OFFICE, 38 and 40, Queen's Road Central.

R. ISHERWOOD, Manager, MOUNT AUSTIN HOTEL.

Hongkong, September 12, 1892. 1327

### W. POWELL & CO.

FIRST DELIVERIES OF TAPESTRY, BRUSSELS, AXMINSTER, WILTON, VELVET PILE.

CARPETS.

FLOOR OIL CLOTHS EVERY WIDTH.

W. POWELL & CO.

Hongkong, September 10, 1892. 1577

### Intimations.

### NOTICE.

PERSEVERANCE LODGE OF HONG KONG, No. 1165 E.C.

A Regular MEETING of the above LODGE will be held in the PHARMACEUS' HALL, Zetland Street, on FRIDAY, the 16th INSTANT, at 8.30 p.m. or earlier if necessary.

Visiting Brethren are cordially invited.

Hongkong, September 10, 1892. 1573

### PEAK HOTEL.

THIS Commodious and Well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has been LEASED by the PROPRIETORS of the "VICTORIA HOTEL," is NOW OPEN and will be run in conjunction with their HOTEL in QUEEN'S ROAD, thus enabling them to offer special inducements to Visitors and Residents.

The HOTEL has been thoroughly REPAINTED, REDECORATED and REFURNISHED.

A NEW and HANDSOME BAR has been OPENED on the Basement, with a NEW BAR and BILLIARD ROOM has been OPENED on the main floor.

CHOW STEAKS, &c., can be served at any hour.

For full Particulars as to Rates, &c., apply to "VICTORIA HOTEL."

DORABEE & HING KEE, Lessee.

Hongkong, August 12, 1892. 1398

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do. 19 "

# THE CHINA MAIL.

No. 2282.—SEPTEMBER 12, 1892.

## Mails.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG. OCTOBER, TUESDAY, Sept. 20. GENEVA, v. Honolulu, TUESDAY, Oct. 11. BALI, THURSDAY, NOV. 10.

"THE Steamship *OCEANIC* will be despatched for San Francisco, via and Yokohama on TUESDAY, the 20th September, at 1 p.m., connection being made at Yokohama, Japan, from Shanghai and Japan Ports.

RATES OF PASSAGE.

From HONGKONG, First Class, To San Francisco, VANCLEVE, \$225.00; Victoria, Equivalents New Westminster, Port Town, \$225.00; and Seattle, Tacoma, Portland, \$225.00.

To Liverpool and London \$325.00; To Paris and Bremen \$345.00; To Hamburg \$335.00.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION.	30 days TICKET.	CONTINENTAL TRIP TICKET.
Kansas City, Mo., Omaha, Neb.	285.00	
St. Louis, Mo.	282.50	291.50
St. Paul, Minn., Minneapolis, Minn.	292.90	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis.	295.50	293.00
Cincinnati, Ohio	302.50	301.50
Columbus, Ohio	304.25	304.20
Detroit, Mich.	304.50	302.75
Cleveland, Ohio	305.55	305.00
Toronto, Canada	309.95	307.45
Pittsburg, Penn.	310.25	307.90
Niagara Falls, N.Y., Buffalo, N.Y., Batavia, N.Y.	311.00	308.50
Washington, D.C., Baltimore, Md.	317.90	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn.	319.75	312.50
New York	319.75	315.00
Boston, Mass.	324.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months ..... \$337.50

12 months ..... \$394.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%.

The discount does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, a name will be received by the Company's Office until 5 p.m. on the day of sailing.

Consignee Invoices to accompany Goods destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central, J. S. VAN BUREN, Agent.

Hongkong, August 30, 1892. 1490

To-day's ADVERTISEMENTS.

## To-day's Advertisements.

### MOGUL LINE OF STEAMERS.

#### FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship *Argyll*, Capt. J. O. WILLIAMSON, R.N.R., will be despatched as above at Noon, on WEDNESDAY, the 14th instant.

For Freight or Passage, apply to DODWELL, CARLILL & CO., Agents.

Hongkong, September 12, 1892. 1544

#### THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

#### FOR MANILA VIA AMOY.

The Co.'s Steamship *Zafiro*.

Captain COOPER will be despatched for the above on WEDNESDAY, the 14th instant, at 5 p.m.

This Steamer has superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN & CO., General Managers.

Hongkong, September 12, 1892. 1588

#### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

#### FOR MANILA VIA AMOY.

The Co.'s Steamship *Kensington*.

Capt. T. R. GASKINS, will be despatched as above on WEDNESDAY, the 14th instant, at 5 p.m.

This Steamer has superior Accommodation for Passengers.

For Freight or Passage, apply to DODWELL, CARLILL & CO., Agents.

Hongkong, September 12, 1892. 1588

#### NOTICE TO OVERLAND CITIES, FIRST CLASS.

#### NOTICE TO CONSIGNEES.

#### STEAMSHIP *DEVAWONGSE*, FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

The above Steamer having arrived, Consignees of Cargo are hereby required to send in their Bills of Lading for counter-signature, and take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.

DODWELL, CARLILL & CO., Agents.

Hongkong, September 12, 1892. 1581

#### NORTHERN PACIFIC STEAMSHIP COMPANY.

#### NOTICE TO CONSIGNEES.

#### STEAMSHIP *ARGYLL*, FROM MIDDLESBROUGH, GLASGOW, LIVERPOOL AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon to Day.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 15th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th Inst., at 5 p.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by DODWELL, CARLILL & CO., Agents.

Hongkong, September 12, 1892. 1582

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Hongkong, September 12, 1892. 1582

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# THE CHINA MAIL.

No. 9230.—SEPTEMBER 13, 1892.

Mr. Mitchell, the plaintiff, went into the boat. He stated—I am Superintendent Engineer in the employ of Butterfield and Swire, and have had that position for six years. Before entering their employment I was chief engineer in various steamers. For five years I was engineer in Butterfield and Swire's steamers in the North. I hold a chief engineer's certificate according to the Board of Trade. On the death of Mr. Brewer, and Mr. Wagner, I was appointed temporarily Acting Marine Surveyor for the Government. I have been appointed by the Government Surveyor of all kinds of steam launches under the Merchant Shipping Ordinances. I remember the arrival of the steamer *Orivia* in this Colony. I believe she was consigned to Butterfield and Swire. I heard of her being sold. Before her sale I was not instructed by Butterfield & Swire to go on board for the purpose of making a survey of her. I was not instructed by any person to make a survey of her and not by the proposed purchasers. As a matter of fact, I did not inspect this ship with a view to make a report on her. Before her sale I did not make any report on her condition to Butterfield & Swire or to the proposed purchasers or anybody else. I went on board the vessel some two or three days after her arrival. I went on board to inspect out of curiosity to see what was like. It was passing. First of all I was not on board so I simply walked along the deck and went away again. I made the captain's acquaintances in the office before that and he asked me to go on board again. It was not that I once went down two decks before the sale. I never examined the holds. I never took any steps to ascertain the condition of her plates. At the time of my visit she was lying at anchor in the Harbour. Between the time of my arrival and sale she was never in dock. She only went into dock after she had sold. I could not have been possible for me to examine the condition of her plates under water while she was lying at anchor. Supposing I had the time to make survey and report on her, I would have ordered her into dock at once. On Monday, 13th June, the purser informed me that he had bought her, and asked me to go on board and inspect the ship with the view of advising them as to the alterations to be made upon her to fit her for the Hooch trade. I went on board to inspect her plates. Then you led us to understand that you are a public man, and like every other busybody who interferes with what he has no business with.

His Lordship objected to these remarks, and, on Mr. Smith replying, said—There is nothing in what you said.

Mr. Smith—I was asking Mr. Mitchell if he was in the habit of going on board every ship that came into the Harbour.

His Lordship—Yes, but you said something about his being a busybody. Go on.

Witness said that having made the acquaintance of the captain he simply went up to board to make a call.

What was the object of going down two decks?—That was after the sale.

Oh, dear, no. You said distinctly on one occasion I went down two decks without ever examining the holds. Yes; that is true. My object was simply to see what was in the holds.

Is it not a singular thing, Mr. Mitchell, that you could never have been consulted about this ship till after she was bought?—Not at all. I cannot explain why I was called in immediately after the sale.

Cross-examined by Mr. Fraser Smith—How many ships have you surveyed since you assumed the business of marine surveyor?—I have surveyed no ships at all. I have had no necessity. I had nothing whatever to do with the surveying of the *Orivia*.

You and just now you had been appointed by the Government to survey the engines and boilers of steam launches—do you know if you were appointed at the suggestion of the *Hongkong Telegraph*?—I do not know that.

Would you be surprised to learn that was right?—Well, really, I would not be surprised at anything.

Oh, I see, you have been a well-known public man, Mr. Mitchell, for the last 18 years in this Colony, in Australia, and in the North, have you not?—I do not know whether I have been a well-known public man or not. It would be difficult to say.

You have taken a very prominent position as an agitator in connection with your profession and out of it—I do not admit the term "agitator." I have in a great interest in my profession.

You were a somewhat notorious character when you were the steamship *Ocean* in Sydney four or five years ago, were you not?

His Lordship—In what way?

Mr. Smith—As a public man, my Lord.

His Lordship—Do you suggest that he put himself forward?—As what?

Mr. Smith—An agitator.

His Lordship—In what?

Mr. Smith—In the profession to which he belongs.

His Lordship—In what way did he agitate and for what? If he answers yes or no to your question, how can I understand what he means?

Mr. Smith—The people of Sydney objected to the introduction of steam launches in steamers and Mr. Mitchell was the only man who supported the introduction of them, and for one thing or another he would probably have been killed at that time.

His Lordship—Then you mean he advocated the introduction of Chinese firemen on board steamers?

Witness—My answer to this is most decidedly no; rather the other way. I advised the Directors of the *Steamer* Companies not to introduce Chinese.

You were actually inebriated in Sydney and your life was in danger, was it not?—It was.

His Lordship—Is that sufficient to make a public character?

Mr. Smith—It is essentially my Lord. Why do you leave the *Ocean* steamship?—I decline to answer that. You are claiming damages for non-payment.

His Lordship—I think you had better answer the question.

Witness—I submit it has nothing whatever to do with this action. Of course, if your Lordship pleases me I shall answer.

His Lordship—I think you should answer it.

Witness—Well, it was simply because the Captain and I did not agree.

What was the cause of the disagreement?—I decline to answer, most emphatically.

You will have to answer it.

Witness—I submit this has nothing to do with the case.

His Lordship—I can't say. It may have something to do with it. What was the cause of disagreement?

Witness—Well, it is one of those things it would be hard to believe unless I take an hour to explain it. It was simply because we did not agree.

His Lordship—That is not the cause of disagreement.

Witness—Well, I cannot tell you, my Lord, because there were so many.

His Lordship—What were the causes?

Mr. Smith—You are only wasting the time of the Court.

Witness—One of the causes was that on one occasion the captain found fault

with the third officer and ordered him out of his room; I happened to be a witness of what occurred, and I told Captain Webster when he got to call a Court of Inquiry into the conduct of the third officer that he did not call me as a witness I would attend voluntarily. After that there were innumerable causes which I cannot go into, my Lord.

What was the reason were you confined to your room on the last voyage from Sydney to Hongkong?—Because I was sick. Was that the reason for your being discharged on coming into Hongkong Harbour?—I was not discharged, I left the ship in Sydney of my own free will. I believe she was consigned to Butterfield and Swire. I heard of her being sold. Before her I was not instructed by Butterfield & Swire to go on board for the purpose of making a survey of her. I was not instructed by any person to make a survey of her and not by the proposed purchasers. As a matter of fact, I did not inspect this ship with a view to make a report on her. Before her sale I did not make any report upon her condition to Butterfield & Swire or to the proposed purchasers or anybody else. I went on board the vessel some two or three days after her arrival. I went on board to inspect out of curiosity to see what was like. It was passing. First of all I was not on board so I simply walked along the deck and went away again. I made the captain's acquaintance in the office before that and he asked me to go on board again. It was not that I once went down two decks before the sale. I never examined the holds. I never took any steps to ascertain the condition of her plates. At the time of my visit she was lying at anchor in the Harbour. Between the time of my arrival and sale she was never in dock. She only went into dock after she had sold. I could not have been possible for me to examine the condition of her plates under water while she was lying at anchor. Supposing I had the time to make survey and report on her, I would have ordered her into dock at once. On Monday, 13th June, the purser informed me that he had bought her, and asked me to go on board and inspect the ship with the view of advising them as to the alterations to be made upon her to fit her for the Hooch trade. I went on board to inspect her plates. Then you led us to understand that you are a public man, and like every other busybody who interferes with what he has no business with.

These statements are entirely contrary to fact and are either wilful misrepresentations or have been made restlessly and in ignorance of the truth.

It is not true that our client was sent to inspect the ship before the purchase, he made an inspection of her at that time, not to make a report later or otherwise. He made an inspection of the ship until after the sale and the vessel had been put upon the slips.

These misstatements have caused our client a great deal of annoyance and are calculated seriously to damage his professional reputation both in the eyes of his employers and of the public.

You have had a drink with him?—Yes: more than one.

You know the English language, I presume?—I hope so.

This paragraph says—*"He was, however, inspected it through the bottom of a tumbler and in no other way"* and that report was highly flattering when it should have been condemnatory; and implies that Mr. Mitchell reported the ship to be in a good state and that she was afterwards condemned by the Government Surveyors.

Mr. Fraser-Smith, in addressing the court, said—My client was sent to inspect the steamship *Orivia*, before her sale, that he inspected it through the bottom of a tumbler and in no other way and that report was highly flattering when it should have been condemnatory; and implies that Mr. Mitchell reported the ship to be in a good state and that she was afterwards condemned by the Government Surveyors.

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# THE CHINA MAIL.

No. 929 SEPTEMBER 12, 1892.

## Mails.



STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
ADEN, ISMAILIA, PORT SAID,  
MALTA, GIBRALTAR, MARSEILLES,  
BRINDISI,  
PLYMOUTH AND LONDON;  
ALSO,  
BOMBAY, MADRAS, CALCUTTA  
AND AUSTRALIA;  
*N.B.*—Cargo can be taken on through Bill  
of Lading for BATAVIA, PERSIAN  
GULF PORTS, MARSEILLES,  
HAMBURG, NEW YORK AND  
BOSTON.  
SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
CATHAY, Captain A. SYMONS, with  
Her Majesty's Mail, will be despatched  
from the port of THURSDAY, the 16th  
September, at noon.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal place of Europe.

Shipping Orders will be granted till  
noon.

Cargo will be received on board until 4  
p.m., Specie and Parcels until 3 p.m. on  
the 20th September, 1892. (Parcels not  
to be sent on board; they must be left at  
the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply to the  
COMPANY'S Office, Hongkong.

The Contents and Value of Packages are  
required to be declared prior to shipment.

Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Black Bills of Lading.

Passengers desirous of insuring their bag-  
gage can do so on application at the Com-  
pany's Office.

H. H. JOSEPH,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, Sept. 6, 1892. 1554

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA AND SAN  
FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG,  
City of Rio de Janeiro—THURSDAY, Sept. 29.  
City of Peking—SATURDAY, Oct. 1.  
City of India—SATURDAY, Dec. 3.

THE R. M. S. EMRESS OF JAPAN,  
Lieut. G. A. Lee, R.N.R., Com-  
mander, sailing at noon on SATURDAY,  
the 28th October, with Her Majesty's  
Mail will proceed to VANCLEUVER, via  
SHANGHAI, KOBE, INLAND SEA and  
YOKOHAMA.

BATES OF PASSAGE.  
(In Mexican Dollars).  
FROM HONGKONG, FIRST CLASS.

TO  
Vancouver, Victoria, Es-  
quimalt, New West-  
minster, B.C. 4 12  
Port Townsend, Seattle 225 338 391  
Tacoma, Wash. 275 413 482  
Portland, Ore.—San Fran-  
cisco. 275 426 490  
Banff, Calvary Alba. 255 383 487  
Winnipeg, Man. 275 413 482  
Minneapolis, St. Paul, Du-  
luth Minn. 285 426 490  
Chicago, Ill., Kansas City 295 360 450  
St. Louis, Mo. 265 443 517  
Milwaukee, Wis. 265 443 517  
Detroit, Mich., Cincinnati, 302 360 450  
Cleveland, Columbus, O. 302 360 450  
Hamilton, London, Toron-  
to, Ont. 305 458 534  
Buffalo, Niagara, Falls 305 458 534  
Kingston, Ottawa, Ont. 305 458 534  
Montreal, Quebec, Que. 305 458 534  
New York, Albany, Troy, 305 458 534  
Baltimore, Md., Philadel-  
phia, Pittsburg, Pa. 310 458 534  
Washington, D.C., Balti-  
more, Md. 310 458 534  
Kansas City, Mo., Omaha, 285 300  
St. Louis, Mo. 292,500 291,500  
St. Paul, Minn., Minnea-  
polis, Minn. 292,500  
Chicago, Ill. 297,500 296,000  
Milwaukee, Wis. 299,500 295,000  
Cincinnati, Ohio. 302,300 301,500  
Columbus, Ohio. 302,300 301,500  
Detroit, Mich. 304,93 32,750  
Cleveland, Ohio. 305,55 305,00  
Toronto, Canada. 309,95 307,43  
Pittsburg, Penn. 310,20 307,00  
Niagara Falls, N.Y., Bat-  
talo, N.Y. 311,00 308,50  
Washington, D.C., Balti-  
more, Md. 317,90 311,75  
Montreal, Canada. 318,75 313,00  
Philadelphia, Penn. 319,75 312,50  
New York. 319,75 313,00  
Boston, Mass. 321,15 317,00  
Portland, Maine. 327,25 317,00

ALL THE ABOVE RATES ARE IN MEXICAN  
DOLLARS.

SPECIAL RATES (FIRST CLASS ONLY) ARE GRANTED  
TO MISSIONARIES, MEMBERS OF THE NAVAL,  
MILITARY, DIPLOMATIC, AND CIVIL SERVICES, TO  
EUROPEAN OFFICIALS IN SERVICE IN CHINA  
AND JAPAN, AND TO GOVERNMENT OFFICIALS AND  
THEIR FAMILIES.

Passengers by this Line have the option  
of proceeding Overland by the Southern  
Pacific and connecting Lines, Central Pacific  
or Northern Pacific or Canadian Pacific  
Railways.

Return Tickets.—First Class.—Proprietary  
return tickets to San Francisco will be  
issued as follows:—

4 months. \$337.50

12 months. \$303.75

Time is reckoned from date of issue to  
date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10% from Return  
Fare. This allowance does not apply to  
through fares from China and Japan to  
Europe.

Through Bill of Lading issued for trans-  
portation to Yokohama and other Japanese  
ports, to San Francisco, Central Pacific  
Railway, to Hawaii, Trinidad, and  
Demerara, and to ports in Mexico,  
Central and South America, by the Com-  
pany's and connecting Steamers.

Freight will be received on board until 4  
p.m. the day previous to sailing. Parcels  
will be received at the office until  
5 p.m., same day; all Parcels, packages  
should be marked to address in full; value  
of same is required.

Consignee invoices to accompany cargo  
destined to points beyond San Francisco  
in the United States, should be sent to the  
Company's Office in sealed envelopes,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 74 Queen's Road Central,  
Hongkong, September 9, 1892. 1671

## Mails.

NOTICE.  
COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;  
ALSO,  
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 21st September,  
1892, at noon, the Company's  
S.S. YANGTSE, Commandant SCHMITZ,  
with MAIL, PASSENGERS, SPECIE,  
and CARGO, will leave that Port for the  
principal place of Europe.

Orders for Cargoes will be received by  
Messrs. LANE, CRAWFORD & CO., and  
Messrs. KELLY & WALSH, Limited.

SUBSCRIPTION—Price, 50 Cents.

FOR SALE.

IN NEW SHADES AND PATTERNS.

CHINA MAIL OFFICE,  
5, WITHEHAM STREET.

G. DE CHAMPEAUX,  
Agent,  
Hongkong, September 7, 1892. 1564

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE,  
CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

SUBJECT TO ALTERATION.

Empress of Japan—Saturday, October 8.

Empress of China—Saturday, Nov. 5.

Empress of India—Saturday, Dec. 3.

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the 28th October, with Her Majesty's  
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YOKOHAMA.

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(In Mexican Dollars).  
FROM HONGKONG, FIRST CLASS.

TO  
Vancouver, Victoria, Es-  
quimalt, New West-  
minster, B.C. 4 12  
Port Townsend, Seattle 225 338 391  
Tacoma, Wash. 275 413 482  
Portland, Ore.—San Fran-  
cisco. 275 426 490  
Banff, Calvary Alba. 255 383 487  
Winnipeg, Man. 275 413 482  
Minneapolis, St. Paul, Du-  
luth Minn. 285 426 490  
Chicago, Ill., Kansas City 295 360 450  
St. Louis, Mo. 265 443 517  
Milwaukee, Wis. 265 443 517  
Detroit, Mich., Cincinnati, 302 360 450  
Cleveland, Columbus, O. 302 360 450  
Hamilton, London, Toron-  
to, Ont. 305 458 534  
Buffalo, Niagara, Falls 305 458 534  
Kingston, Ottawa, Ont. 305 458 534  
Montreal, Quebec, Que. 305 458 534  
New York, Albany, Troy, 305 458 534  
Baltimore, Md., Philadel-  
phia, Pittsburg, Pa. 310 458 534  
Washington, D.C., Balti-  
more, Md. 317,90 311,75  
Kansas City, Mo., Omaha, 285,00  
St. Louis, Mo. 292,500 291,500  
St. Paul, Minn., Minnea-  
polis, Minn. 292,500  
Chicago, Ill. 297,500 296,000  
Milwaukee, Wis. 299,500 295,000  
Cincinnati, Ohio. 302,300 301,500  
Columbus, Ohio. 302,300 301,500  
Detroit, Mich. 304,93 32,750  
Cleveland, Ohio. 305,55 305,00  
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Niagara Falls, N.Y., Bat-  
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New York. 319,75 313,00  
Boston, Mass. 321,15 317,00  
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Port Townsend, Seattle 225 338 391  
Tacoma, Wash. 275 413 482  
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Banff, Calvary Alba. 255 383 487  
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Minneapolis, St. Paul, Du-  
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Chicago, Ill., Kansas City 295 360 450  
St. Louis, Mo. 265 443 517  
Milwaukee, Wis. 265 443 517  
Detroit, Mich., Cincinnati, 302 360 450  
Cleveland, Columbus, O. 302 360 450  
Hamilton, London, Toron-  
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Buffalo, Niagara, Falls 305 458 534  
Kingston, Ottawa, Ont. 305 458 534  
Montreal, Quebec, Que. 305 458 534  
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Montreal, Canada. 318,75 313,00  
Philadelphia, Penn. 319,75 312,50  
New York. 319,75 313,00  
Boston, Mass. 321,15 317,00  
Portland, Maine. 327,25 317,00

RATES OF PASSAGE TO OVERLAND  
CITIES, FIRST CLASS.

30 day  
Tickets.  
Continued  
Tickets.

TO  
Vancouver, Victoria, Es-  
quimalt, New West-  
minster, B.C. 4 12  
Port Townsend, Seattle 225 338 391  
Tacoma, Wash. 275 413 482  
Portland, Ore.—San Fran-  
cisco. 275 426 490  
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Railways.

Return Tickets.—First Class.—Proprietary  
return tickets to San Francisco will be  
issued as follows:—

4 months. \$337.50

12 months. \$303.75

Time is reckoned from date of issue to  
date of re-embarkation at San Francisco.

Passengers, who have paid full